

**Rail and road  
IENE conference  
Workshop  
Hungary 2010**



**TRAFIKVERKET**  
SWEDISH TRANSPORT ADMINISTRATION

# At 18.00 we will have

- identified similarities in knowledge about impacts from rail- and road infrastructure and traffic
- identified needs for research, practical knowledge, organisation and policymaking, for impacts from railways and trains in particular
- Identified loads of ideas how to diminish knowledge gaps and how to reuse and/or multiply data and information
- Written those bright ideas down



# FIRST SESSION

- What DO we know - and what knowledge is urgently needed to deal with the impact related to railway infrastructure and railtraffic?
- Where and to what degree can data and knowledge obtained in the road sector be transferred and used in the rail sector?
- How can we integrate science in infrastructure construction projects - and how can practise influence science?
- Prepare a short summary



# SECOND SESSION:

- Roads and railways are often situated closely together. Is this rather a problem or a possibility with respect to the environmental impact, to transport organisations and policies?
- Rail and road infrastructure can, in some ways, have beneficial effects on biodiversity. Which are the next most important steps to develop these possibilities?
- As high speed railway networks expand, we must learn to address environmental issues at broader scales than before. How can we best operate at regional and supra-regional scale?
- Prepare a short summary



# GROUP 1

Areas along the track and habitats “inside” infrastructure  
(maintenance / ecological corridors / invasive species)





# GROUP 2

## Barriers and fragmentation



# GROUP 3

## Mortality due to infrastructure and traffic

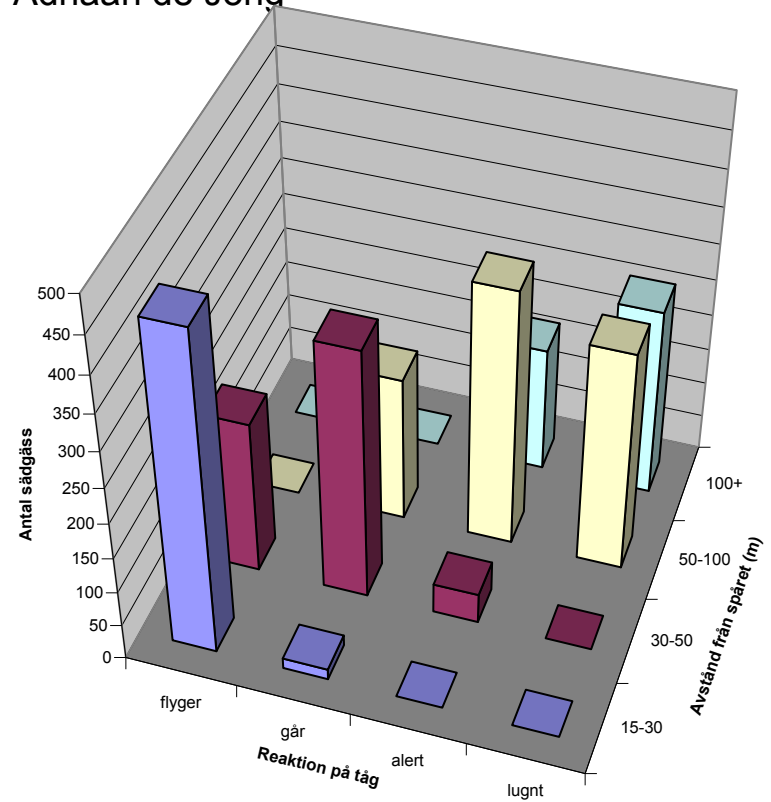


# GROUP 4

## Noise disturbance – (is that an issue?)



Goose reaktion when train pass  
Adriaan de Jong





# Answers to Q1

- In general positive Effects of railways / railroad embankments
- Enlarge the used area by the embankment
- Railway biodiversity → getting respect for biodiversity than getting extra money for maintaining
- prove the biodiversity - Method of estimating biodiversity is missing
- Integrating of nature friendly measure like bat boxes in bridges
- Missing knowledge about the impact of methods like mowing, cutting → evaluated methods – an overall view is needed
- Finance the management / use of methods
- Cost effective way to management
- set up a management system to use this information
- Transportation of information / communication to different group inside outside
- Missing effects: Influence on water and soil issues
- Good opportunity to work together
- Cumulate impacts and concentrate money for compensation measures
- Reduces fragmentation
- Depending on the situation, because railway bends are larger than roads; so it depends on what was first existing
- What kind of use for the land in between both - lines rail / road

# Answers to Q2

- A transfer of knowledge is possible for a lot of issues difference in track / Road construction
- Difference in maintaining the tracks / Roads, roads more flexible
- Try to connect separated areas with high importance for nature conservation
- Non-paved roads and railway tracks may bring value to nature
- Avoiding areas of nature importance when new construction
- Improve the data base and the knowledge about the impact of used methods to set up a management to support biodiversity
- Interaction of ecologists and technical / planer in an stepwise process (open mind and discuss on the same level); Forum for discussion / workshops

# Answers to Q3

- Discussion, but no conclusions, is harder to highlight environmental aspects on a higher scale than in regional
- Should be addressed on ECMT – already organized
- Expertmodel for planning processes (EIA)
- Giving Money to the scientific field by administration
- Better understanding between scientists and rail / road
- Central database



Thank you for your helping us!